DISASTERS TO STEAMSHIPS.

NEARLY 300 LOST LAST YEAR. MORE THAN TWO THOUSAND LIVES LOST WITH

THE VESSELS-CAU-ES OF THE DISASTERS. By reference to the earefully compiled list of marine losses in 1882, which is given below, it can be seen that shipping disasters are on the increase. This list gives a total of 284 steamships and large river steamboats which have met with disaster. Only a few of these have been floated and repaired again. The aggregate tonnage was 320,065 tons. Of these the British vessels numbered 192, with a total of 236,516 tons; American 16, and 13.972 tons; Austrian 2, and 3.062 tons; Belgian 3, and 4,247 tons; Chilian 1, 997 tons; Danish 5, 5,013 tons; Datch 6, 9,228 tons; French 16, 12,847 tons; German 17, 14.735 tons; Italian 1, 843 tons; Russian 5, 5,986 tons; Spanish 11,9,037 tons; Swedi b 3, 2,302 tons; Greek 1, 1,280 tons; unknown hationality, 40. Of this list 141 were stranded, 32 were sunk by collision, 4 were destroyed by explosion, 52 foundered, 3 capsized, 2 were burned, 6 were sunk by ice, 7 were abardoned in a sinking condition, and 25 are missing. The total number of lives lost was 2,002.

A majority of these vessels that have met disaster come from the yards of certain marine undertakers on the west coast of England, yards that have become notorious for the mortality lists of their ships. Many of them were old iron steamers, originally narrow, which were cut in two and lengthened. Of the long list 139 were so-called water-ballast vessels. Some of them had water-ballast trimming tanks placed at both ends of the vessel. Othershad water-bailast compartments fitted either forward or abaft the engines and boiler spaces, and occacionally both forward and aft. which are frequently used as cargo spaces. Still others had water-ballast spaces in the bottom of the vessel, confined to one hold, or fitted in both the fore and att holds, or were provided with water-ballast in the longitudinal construction along the bottom of the vessel. The losses of some of these ves-els may also be attributed to excessive efforts for speed. In the construction of vessels now too often everything else is considered secondary to the one great objectto get the utmost speed possible. Velocity, constantly increasing velocity in steamships is demanded, and proper attention to the strength of the materials used is not always given. It is a question whether in many cases the iron ships built now possess, in proportion to their size, the stanchness and buoyancy requisite to withstand the elements that must be battled with on the ocean. Such disasters as have occurred to the Atlantic, the Grosser Kurfurst, the Pommerania, the Herder, the Escambia and the Bahama, point to some serious fault in their construction, or else to an absence of proper regula ions in regard to the use of the safety appliances which should form a part of the plan of every iron vessel. This is demonstrated also in the loss of so many of the "ocean trames." There are almost as many different plans pursued

in the construction of the water-tight compartments in iron ships as there are classes of these ships. The absolutely safe bulkhead must be an unbroken partition from the keel to the main deck, with valves opening into the bilge so that the water may run from one compartment into another when required. In a 1 rge number of ve-sels the bulkheads only reach to the "'tween docks," and in some only to the lower deck. Many of the bulkheads have doors opening from one compartment into the other to facilitate the loading and unloading of freight, and it is a question whether these are not frequently left insecure when the vessel sails. These are a constant source of danger unless the strictest regulations and the most vigilant wat h are observed. Not one in a hundred of those who take passage on an ocean steamship knows anything about the strength of the vessel to which he intrusts his life, and he would seldom obtain any intelligible information if he inquired about the matter. The wellearned popularity of some of the leading lines of steamships is due to the construction of the vessels as well as to the care taken in their management. Iron as a material for shipbuilding, is preferred by owned, because it is cheaper in the end than wood, and, after the first expense of construction is incurred, is kept in order at much less expense. Many of the immense ships and steamers of the present day, are models of symmetry and a certain kind of beauty. But often there is one doubtful point about themthe so-called water-tight bulkheads. Are they water-tight ? In other words, are they seaworthy ! Have they always proved themselves to be such the recorded accidents? The ships built within the past five years show improvement in this respect, but it must never be forgotten that the pressure on a bulkhead, when it comes into use in case of accident, is enormous. As a rule these bulkheads consist of a series of somewhat light iron plates extending across the whole brendth of the ship and the fuil depth of the lower hold, in many cases 16 by 50 feet. This great partition is often supported simply by rather light vertical angleirons, about four feet apart. In many ships there appears to be nothing about this great breakwa'er to stop it from giving way amidships in a vertical line between any two angle-irons, except the connection at top and bottom, two points perhaps fifteen feet apart. In any ship of more than thirty feet beam a bulkhead, to do effective service in case

of a collision, should have a stout central support, springing vertically from the keelson and attached A great deat has been said against the law just gone into operation, whereby all steamships coming within the jurisdiction of the United States are compelled to submit to the same inspection laws as the vessels of the United States are subjected to. Great Britain compels American steam and sailing passenger vessels to comply with her inspection laws or else refuses them a clearance, and experience has shown that similar restrictions should be applied to foreign vessels sailing from American ports, Unless an inspection law is rigidly enforced the most serious abuses prevail. For instance, it has been proved that there is no attention paid to the "Plimsoil Mark," the limit to which a vessel should be loaded. It is claimed in England that it is moved up or down at the owner's convenience, and some owners say that they can, if they choose, paint it on the funnel. The vessel goes to sea, founders, or is posted as missing. Take, for instance, the Ballina, which sailed from Liverpeol for Lorne, on January 5, never to be heard from again, and upon which forty persons were lost. The British court found upon investigation, that she had not sufficient stability, and if she shipped a heavy sea on deck there was every probability either that she would turn over or go down. The court also found that she was overladen, and that her Plims Il Mark was far out of sight. Then there was the British steamship Escambia, which sailed from San Francisco with a cargo of wheat on June 19, and capsized on the same day just outside of the harbor. Sixteen lives were lost. An investigation British Consular Court at San Francisco showed that the water tanks were empty, the vessel was " tender," and that the peculiar and extraordinary list of the ship as she passed Point Lobos at racted the attention of the keeper so that he kept his glass upon her until the list became so great that he was certain she was in peril. The testimony adduced was at variance, and the court attributed the loss of the vessel to " the slowing of the engines in a dangerous so..." The court was charged with not making as thorough an investigation as was possible, and a second court was convened. The decision of the latter, a few days ago, declared that the vessel was "daugerously overladen and quite unstable." The foundering of the Bahama off Cape

and overhauled, and then run in the Quebec and cargoes of coal, and the loss of some of them may be attributed to spontaneous combustion. The stranding of so many mentioned in the list was due

Hatteras on February 10, on a voyage from Porto Rico for New-York, had much to do with the pass-

age of the new inspection law. This disaster cost

twenty lives. The Bahama was formerly an old

blockade-runner, and sometime after capture was

condemued and sold for \$6,000, taken to Quebec

chiefly to insufficient soundings or no soundings at

The Nautical Magazine, of London, in a recent as ticle calling attention to the condition of British shins, said: "As to some of the wretched creations of ignorance and greed which are known as firstclass ships, and which so estentationsly carry about the British flag on their unhandsome and unworthy shoulders, there are those who do not require good ships so much as anything having the semblance of one, sufficient to pass a first-class survey which will enable them to command a freight and get to sea with it. If the laws of marine insurance revised, perhaps matters might improve. If, for example, ships could only be insured against such risks as loss by stranding, by collision, etc., and for not more than two-thirds their value in 'missing cases; or if the remaining third was taken as a fine and paid as compensat on to the bereaved families, in such cases as non-compliance with demands in building, etc., it might have an improving effect, and cause people to take half as much care for their ships as they take for their horses and carriages."

LIST OF THE LOST VESSELS.

The following list is compiled from records of the American Shipmasters' Association, and of the Burean Veritas, and from the English shipping registers ACHILLES—British, iron, screw, 1.433 tons; built at Suncerland, 1865; owned by James Leing, Sunder-land; Montevideo for New-York; stranded Little Egg Harbor, February.

ADDF - Dutch man-of war; Ymudten for Helvoet; founded on July, 7, 400 miles at sea.

Abonis-Frenci, iron serew, 406 tons; built at Bar-row, 1874; owned by H. Schloesing & Co., Mar-s liles; Marsellies for Hamburg; founded near Cape St. Vincent, August 31.

AFGAE-British, Iron, screw, 1,007 tons; built at Hull, 1873; owned by W. Newton Smita, Hull; Hull for Cronstad', cargo of coal; sunk by collision in Hull Roads, May 4; 1 life lost.

ALEN: British, iron, screw, 1,369 tons; built at Glas-gow in 1881; owned by Atlas 88. Line; sunk by col-fision with Monitor Nantucket, in North River, N. Y., October 27; afterward raised. ALERT-Brush, hon, serew, 1,382 tens; built at New-castle, 1880; owned by Alert St. Co., Cardiff; Car-ciff for Port Said, coal laden; sunk by collision in Penarth Konas, March 16.

ALEXAND R-Swedish, Iron, screw, 476 tons; built at Hull, 1858; owned in Helsingtons; stranded at Saudham, Novemoer 4.

ALFRED-British, fron. screw, 1,063 tons; built at New-castle, 1870; owned by Adamson & short, Newcastle; Carsa for Gassgow; founded off Loch-Gau, February

28.

Alpha-British, iron, serew, 653 tons; built at Glasgow, 1863; sunk off Miquelon, October 21.

America-German, iron, serew, 2,118 tons, built at Low Walker, Eng., 1881; owned by Edward Carr, Hamburg; New-York for Hamburg; February 1, general cargo; never heard from; 34 lives lost; water callast ves-el.

AMULET—German, fron, screw, 970 tons, built at Glas gow, 1876; owned by A. J. F. Burger, Rotterdam; Rotteroum for Leith; stranded on South Coquet Is-land, December 3.

land, December 3.

AMY—British, iron, screw, 808 tons; built as Sunderland, 1870; owned by Fenwick & Co., London; trom Hobert Town January 6; never neard from; 32 lives ANNIE-British, steel, screw, 443 tens; built at Hull, 1864; awned by Gooie Ss. Co., Goo.e: stranded.

1864; owned by Goole Ss. Co., Goole; stranded.

ANTALCTIQUE—Frence, iron, ser-w. 1.833 tons; built in
Engand, 1882; Eten for Bordeaux; foundered near
Eten November 20.

ANTISANA—British, iron, serew, 1.097 tons; built at
Liver, ool. 1880; owned by George Bell, Liverpeal;
Olessa for Limerick November 3, 1881; never heard
from; 35 lives lost.

APOLIA - British, iron, screw, 1,336 tons; built at Huli, 1864; sweed by T. Wison's Son & Co., Hull; Hull for trieste, general cargo; sunk by collision 170 miles southwest of Ushant Marco 6.

miles southwest of Ushmit Marco 6.

ANDANGOR-British, from, screw, 747 tons; built at Sunderland, 1876; owned by McLaren, Crum & Co., Glasgow; Duskirk for Freenock, November 23, 1881; never acard from; 28 dives test.

ARIEL-Danish, it in, screw, 377 tons; built at Hull, 1845; owned by H. M. Clausen, Nyberg; Newcassie for Philau; cargo of coat; stranded at Liebton January 20, 1882.

ary 20, 1882.

KRMENIAN-Bri ish, fron, serew, 1,123 tons; built at Durann, 1871; owned by G. C. Sewari, Liver, ool; Middle brough for the Baltic August 1; never heard from: 32 dives lost.

KROS-CASTLE-British, fron, serew, 140 tons; built at Pott Ginsgew, 1878; owned by W. Lang, Port Ginsgow; Birmesan for Glasgow; stranged in Iona Sound, March 10.

Sound, March 10.

Arragon—Bri isa. iron, screw, 1,317 tons; built at Glasgow, 1869; owned by Great Western 88. Co., Brisiol, Eng.; Avonmouth for Montreal, stranded in Fox Bay, Anticosti, November 30.

Asbrubat—British, Iron, screw, 1,844 tons, built at Newcasile, 1877, owned by Hall Bross, London; St. John, N. B., for Bristol, Eng.; sunk by fee off Cape Race, June 21.

ABHLAND—American, was den models, 2004.

Ashland — American, we den, paddle, 762 tons; built is 1863; dearroyed by fire near New Orienus, July 14. Asia-British, owned by Northwestern Transit Line Collingwood, Ont., September 15 for Upper Lakes foundered; 98 lives lost.

ATHLETE-British, iron, serew, 363 tons; built at Bris-tol Eng., 1855, by J. J. Walmee, Liverpool; Bilbao for Swansea, cargo of iron ore; abandoned at sea

ATHOS-British, fron, serew, 1,944 tons; built at Glas-gow, 1879; owned by Atias SS. Company; New York for Port au Prince; stranded on Inaqua No

vember 8.

AURONA-Austrian, iron, screw, 1,828 tons; built at Dumbarton, 1869; owned by Austrian Loyds, Trieste; Copeningen for Constanthopie, in ballast; stranded at Kakahva February 8.

AUSTRAL-British, steel, screw, 5,588 tons; built at Glascow, 1881; owned by Orient e8, Co; from London for Sydney, N. S. W.: foundered in Sydney Harbor November 10.

bor November 10.

AUSTRIA—Austrian, fron, screw, 1,234 tons; built at Trieste, 1865; owned by Austrian Northwestern 88. Co.; destroyed by explosion at Vagiteburg April 8.

AVONDALE—British, fron, screw, 1,862 tons; built at Muddespro, 1875; owned by Meintyre Bros., South Saletis, Cossaw for London; stranded Isaac's Harbor, N. S., August 9.

AZALIA—British, fron, screw, 1,828 tons; built at Low Walker, Eng., 1877; owned by J. Robinson, North Shields, Eng.; Reval for —; cargo of grain; stranded at Armholt January 31.

BARAMA—British, Iron, screw, 1,009 tons; built at

BAHAMA-British, Iron, screw, 1,009 tons; built at stockton, Eug., 1861; owned by Quebec and Guit Pors 88, Company; Porto Rico for New York, general cargo; toundered off Cape Hatteras February 10; 20 lives lost.

ALDER-Swedish, from screw, 426 tons; built at Nor-koping, 1872; owned by f. Hogerstrande, Geffe; Li-ban for Gomenburg; stranded at Blakeback, Janu-ary 2.

BALGAINS—British, iron. serew, 4,000 tons; built at Aberdeen, 1882; owned by J. & A. Davidson, Aber-deen; stranded on Learsay Isanod, near Lock Car-nan, walls on trial trip, October 12.

Ballaten-British, fron, screw, 741 tons; built at Aber-deen, 1876; owned b. J. & A. Davidson, Aberdeen; Libau for Liverpool; cargo of grain; foundered in harvor of Libau, Nov. moer 19.

Ballina-British, iron, screw, 341 tons; built at Bar-row, 1878; owned by Mesers. Pollexfor, Laverpool; Laverpool to Larne, January 5; never heard from; 40 lives lost; (loaded until Phinsoil's Mark was

out of sight.)

BANDA—Duten, fron, screw, 445 t ns; built at Port Giasgow, 1874; owned by Netherland-India St. Nav. Co.; Brina for Nauganussis; capsized in Sapi Straits, April 20; 1 lost.

BARLETTA—Hallan, fron, screw, 843 tons; built at Glasgow, in 1864; owned by P.Tassi, Leghorn; Tazanrog for Gibrattar; cargo of gram; stranded at Oporto, March 14.

Bassac-Foundered near Raz-el-Garab in February. BEBALLOS .- Spanish; stranded at Cienfuegos September

Bella Mac-American, Mississippi River steamboat; destroyed by explosion at La Crosse, Wis., April 7; 6 lives lost; built in 1879; owned by McOonald Bros., Milwaukee.

Bros., Milwaukee.
BENDIGO-Britisu, Iron, serew, 1,414 tons; built at Barrow, 1877; owned by Bendigo 88. Co., Liverpool; foundered 140 miles west of Tuskar, October 1; 2 lives lost.
BLENBLIM-British, iron, serew, 1,163 tons; built at Hartlepool, Eng., 1877; owned by Steele, Young & Co. London; London for Belize, Honduras; stranged at Eleuthers, August 11.

co. London; loncount for the large state lentonera August 11.

Bonnowdale—British, iron. screw, 1,528 tons; built at Sund riand, 1873; owned by H. T. M. Adey, North Suleds; Messian for Oucesa; stranded in the Dardanelles June 18; (no look-out at all; the captain not on the bridge; the mate on watch attending to other duties; vessel in charge of herself going at 8 knots.)

Bucan str—French, fron. screw, 1,725 tons; built at Dunbarton, 1881; owned by Fraisshet & Co., Marseilles; Ibrail for marseilles; cargo of grain; stranded and wrecked at Riva, May 23.

BUCKEYE STATE—A merican; Mississippi River steam-boat; stranded at Louisville, August 11. BUCKETE STATE ALTONAY THE STEAM BOAT; STRANGE AND THE STEAM BOAT; STRANGE AND THE STRANGE AND

Brilish Commbin, April.

CATS—Dutch, iron, screw, 274 tons; built at Silkerveer, 1881; owned by Lels & Van Dam, Rotterdam;
Riga for Rotterdam, July 27; never heard from; 34
lives tost.

CEDAR GROVE—British, iron, serew, 2,181 tons; built
at Hayleton, Eug., 1882; London for Halliax;
stranden off Cape Canso November 30; five lives

CHARLTON—British, Iron, screw, 1,218 tons; built at Middlesboro' in 1869; owned by H. M. Hudson, Sunderland; Newcastle for Hong Kong; never heard from; cargo of coal; 42 lives loss.

CHILIAN—British, Iron, screw, 2,114 tons; built at Giasgow, 1871; owned by West Indies & Liverpool SS. Co.; Leverpool for Harbadoes; stranded Magdaiena River February 17.

CHRYSOLITE—British, Iron, screw, 1,045 tons; built at Stockton, Eng., 1881; owned by W. Tuilty & Co., Hull; Carciff for Salina; stranded near St. Stephano October 27.

CIENPURGOS-Spanish; stranded near Cienfuegos Sep-

CITY OF ANYWERP—British, fron, screw, 731 tons; built at Sunderland, 1881; owned by Palgrave, Murphy & Co., Dublin: Workington for Antwerp; sunk by collision off Eddystone Light October 17.

Sunk by collision off Eddystone Light October 17.

CITY OF LIMERICK—British, fron, serew, 2,536 tons; built at Greenock, Scot., 1855; owned by Centaur St. Line, London; New York for London, January 8; never heard from; 32 lives lost.

CITY OF SANDFORD—American, wooden, 145 tons; owned at Jacksonville, Fla.; burned near Jacksonville April 24; 9 lives lost.

Lan Campbell.—British, iron, screw, 2.434 tons; built at Glasgow, 1882; owned by Clan St. Line; Cape-town for Glasgow; stranded at Mauritius Septem-be 20. be 20.

LAN STUART—British, fron, screw, 2,094 tons; built at Glasgow, 1879; swened by Clan 88. Line, Liverpool; Kurnaenee for Liverpool; stranded near Persin, October 18; afterward floated.

Cheron-American, iron, screw, 1,187 tons; built at Wilmington, 1863; owned by Charles Morgan, New-York; burned in Wilmington, 1863; owned by Charles Morgan, New-York; burned in Wilmington September 2.

CLEVELAND-British, iron, screw, 1,210 cons; built at Newcastle, 1872; owned by Neison, Donkin & Co., Newcastle; Grimsby for the Baltic, with cargo of coai, January 4; never heard from; 24 lives lost.

COBAN-British, iron, screw, 1,055 tons; built at Sunderland, 1882; owned by Dent & Co., Newcastle; Cow Bay, N. S., for Montreal; scranded near Cow Bay June 19.

COLLINGWOOD, American Research

Collingwood-American, wooden, paddle; destroyed by fire May 22. CLON-Spanish, iron, screw, 742 tons; built at Sea-combe, 1871; owned by Southern Navigation Co., Bare-lona; wrecked during burricane in Cuba Oc-tober 12.

toper 12.

OMEET—Dutch, fron, screw, 767 tons; built in Middlesboro', 1871; owned by Ned rland 88. Co.; Bari for Amsteroam; souk by collision near Gibraltar Rock September 29.

CONTANCE—British, iron, screw, 369 tons; built at Paisley, 1881; owned by A. Borwick, London; stranded at Goswick Bay October 7; afterward floated.

ONATIO-German, fron, screw, 1,041 tons; built at West Hartiepool, 1875; owned by H. P. Jost, Flensburg; Theodosia for Rotternam, cargo of wheat; never heard from after sailing F. bruary 1; 28 lives lost. OSMO-British, fron, serew, 1.009 tons; built at Dum-barton, Seciland, 1879; owned by A. B. Telleisen, Cardiff; Galveston for Sebastopol, cargo of grain; foundered in the Black Sea February 6; 27 lives

Craiglands—British, iron, screw, 1,113 tons; built at West Harticpool, 1879; owned by Robert Hardy and sixty-three others, West Hartspool; stranded in Gulf of nothinta September.

Trest—British, iron, screw, 1,696 tons; built at Sunderland, 1877; owned by Join Dent, Newcostle; Samos for New-York; stranded on Isle of St. Scoustian December 16.

December 16.

cosny-British, fron, screw, 1,814 tons; built at North
Shields 1880; owned by W. J. Jouling, Northumberland; Newport for Ancons, cargo of coal; stranded
on coast of Portugal August 31.

CRFFW-Bri isb, iron, screw, 815 tons; built at Dun dec, 1877; owned by E. A. Mudle & Sons, Dundee; Cronsiadt for Loudon, cargo of grain; abandoned off Spurn November 11.

ALLAM TOWER-British, iron, screw, 2,055 tons; built at Stockton, 1880; owned by Stumore, Weston & Co. Liverpool; New-Orleans for Rottecdam, Sep-tember 7; cargo of grain; never heard from; 33 lives lost.

lives lost.

DAN-Danish, tron, screw, 958 tons; built at Ren/rew, 1882; owned by L. H. Carl, Copenhagen; Cronstant for Dankirk; stranded near salvanef September 30; afterward floated.

DANA-Danish, iron, screw, 1,026 tons; built at Malm', 1875; owned by Eisinore 88, Co., Elsinore; Revatior Dunkirk, cargo of grain; standed near Hitters, May 12.

Dartmone.—British, iron, seven, 1,609 tons; built at Steckton, 1881; owned by W. Joanston & Co. Liverpool; ibrail for Glasgow, cargo of gran; sank by collision hear Glasgow, August 13; afterwards

Diana-German, Iron, screw, 263 tons; built at Flensburg; owned by F. M. Brunn, Flensburg; Flensburg for Libau; sunk by collision near Libau, April

OGRA-British, iron, serew, S61 tons; built at West Hartensol, 1876; from Tynemouth; abandoned

DOURG-British, from, serew, 2,846 tons; built at Greenock, 1865; owned by Roya: Mail 88, Co., Lon-don; fir.z:for Southamp on; suck by collision off Cape Flais.erre, April 1: 44 lives loss. oven-American, wood, pedale, 327 tons: built in 1862; Havana for Medde; loundered in Tampa Bay, January 1. Bay, January I. CID-British, Irob, serew, 696 tons; built at Mud esbro', 186;; owned by R. M. Huoson, sunder-land; strandon neur Bubao. July 20.

Dunia v - British, iron, serew, 950 tens; built at Jar-row, 1897; owned in London; from Constantinople; standed on Cape Cara, January 8.

DAM—Duten, con, serew, 3,300 tons; built at Dumbar-ton, 1881; owned by Nonterland-American Steam Navigation Company, Rotterdam; New-York for Rotterdam; sunk by collision 350 miles east of Sandy Hook, September 21; 2 lives lost; general cargo. Hook, September 21; 2 lives lost; general cargo.

EGLINTON—Bri 18h, from screw, 186 ions; built at Palsiey, 1877; owned by Eglinton Chemical Company,
Glasgow; Grimsby for Snetland; stranded on Faggot Rock, April 22.

ELIA CONSTANCE—British, from screw, 656 tons; built at Stockton, 1858; owned by Freear & Dix. Sunderland; stranded near Locabay, April 16.

land; strauged near Locabay, Apro 16.

EMS-British, iron, serew, 267 tons; built at Rull, 1857; owned by J. M. Lennard & Soo, Middlesbro'; Wick for Stettin; stranded near Proudfoot, July 17.

ESCAMBIA-British, iron, serew, 2.154 tons; built at Sunderland, 1879; owned by Escambia St. Co., Liv erpool; San Francisco for St. Vincent, wheat cargo; capaized near San Francisco, June 19; 16 lives lost.

ETHELWIS-British, iron, serew, 216 tons; built at Sunderland, 1878; owned by Wastes, Ward & Co., Newcaste; Bibbio for Rotterdam; sank by collision off Roscoburg, June 25.

ETHIOTIA-British, iron, serew, 1,761 tons; built at Liver.

ETHIOPIA-British, tron, screw, 1,761 tons, built at Liver-pool, 1873; owned by African Company, London; Liverpool for Congo; toun-ered off Loango, septem-ber 9.

CHOPE-British, Iron, serew, 814 ions; built at Port Glago . 1873; owned by W. Kaswick, Hong Kong; Amoy for changhal; stranded in Waga Straits, China, September 8.

beptember 8.

Tradbre-British, iron, serew, 1,031 tons; built at Stockton, 1869; owned by Hornstein & Garthorne, Hull; Hull on Revai; strand-d at Toreson, January 2d.

1084-British, iron, serew, 439 tons, built at Glasgow, 1874, owned by E. W. Knox, Sydney, Sydney for Brisbane, stranded on Seal Rock Point, N. S. W., February 11.

ruary 11.

"LEURS CASTLE—British, fron, screw, 2,472 Ions, built at Glasgow, 1874, owned by I. Skinner & Co., Glasgow, Caina for New-York, cargo of tra, stranged near Ras Astr, July 9, several fives lost. Lona-German, fron, serew, 314 tons, built at North Saields, 1872, owned by Labees 88, Co., Labeek Lubeck for Liban, stranded near Prerow, January 1

OMENTO-Spanish, Iron, screw, 207 tons, built at Preton, 1860, owned by Spanish Government, strange during hurricane in Cubs, October 12.

ARNEY-British, Iron, screw, 1.824 tons, built at Glas-go ., 1878, owner by John Waite and oners, Lette, Calcuta for London, stranded at Scalors, February 15. 15. NERAL COURT-French, iron, screw, 380 tons, built in

1862, Carelff for Barcelona, cargo of coal, founder in bay of Finisterre, October 4. in bay of Finisterce, October 4.

George Wasc. E.—British, fron, screw. 647 tons, built at
Sanderman, 1871, owned by J. Turjde, son & Co.,
Nort. Safelos, S. belds for Messina, sunk by collision,
January 9 near Lisbon, after ward raised.

Genards—British, Newcastle for Genoa, cargo of coal,
sunk by collision in the English mannel, October 24.

GERMANIA—German, iron, serew, 636 tone; built at Sunderland, 1867; owned by H. J. Perebach & Co.,

GLADYS-British, fron, screw, 1,001 tons; built at West Hartispoo, 1872; owned by 1. Marwood & Sons, Whithy; Antwers for Sunderland; straided near Sunderland, December 5.

Sunderland, December D.

GLEN GELDEN-British, Iron, serew, 790 tons; built at Aberdeen, 1881; owned by J. Fleming, Aberdeen; stranded near Port Talbot, Marca 9.

GLERWILLIAM-British, Iron, serew, 365 tons; built at Paisley, 1880; owned by G. Bargate & Co., Barrow; sunk at Havre, February 16; afterward raised.

Gold Dust-American, burned by an explosion August 7; 22 lives lost. 7; 22 lives lost.

GOLDEN CITY—American, wood, Missis-Jppi River steamboat; destroyed by explosion at New-Orleans, March 30; 23 lives lost.

GRANDHOLM—British, Iron, serew, 369 tons; built at Aberdeen, 1879; owned by William Leslie, Aberdeen; 8t. Malo for campbelltown, cargo of grain; stranded on Balleyteigne Burrow, November 23.

GUANGUANICO.—Panisa, iron, screw, 1,061 tons; owned by Southern Navigation Company; stranded during a hurricane in Cuba, October 12.

GULF OF FINLAND-British, Iron, serew, 2,323 tons; built at West Hartlepool, 1880; owned by Greenock 8S. Co., Greenock; London for Eidney; stranded near Aden, October 19. GULF OF PANAMA—British, iron, screw, 1,592 tons; built at Newcasile, 1880; owned by Greenock SS. Co., Greenock; Mentierranean for Bremen; stranded near Texel, October 30; 25 lives lost.

Y MANNERING-British, iron, screw, 2,815 tons; built at Newcastle, 1873; owned by J. G. Langlands, Bris-tol; Havre for Birkennead; burned near Tripoli, August 5; 2 lives lost.

August 5; 2 lives lost.

August 5; 2 lives lost.

Hartl.FPOOL—British, fron, screw, 555 tons; built at Sunceriand, 1865; owned by J. F. Short & Co., Sunderiand; Newport for St. Nazare; stranded near Newport, Eng., April 2; afterward raised.

Harnet—British, Iron, screw, 504 tons; built at North Shieds, 1857; owned by B. Samucison, Middlesbro; Cow Bay for Yermouth, N. S.; stranded and wrecked, entr.nee to Pubnice Harour, December 14.

HENRY FISHER—British, fron, screw, 533 tons; built at Newcastle; 1878; owned by Fisher, Renwick & Co., Newcastle; stranded near Port Talbox, March 9.

ENRY SCHOLEFIELD—British, iron, screw, 622 tons; built at Sunderland, 1872; swined by W. Hind, Marysport; stranded at St. Bees Head, January 6.

genera-Belgian, iron. screw, 2,313 tons; built at Glascow, 1873; owned by Hamburg-American Packet Company, Hamburg; New-York for Ham-burg; stranded three miles from Cape Race, Octo-ber 10.

Hoche—French, iron, screw, 1,148 tons; built at Jar-row, 1871; owned by See. Rouen de Trans. Mari-time. Rouen; Rouen for Carciff; stranded and wrecked on Hartland Point, July 2.

Holvrood-British, fron. screw, 555 tons; built at Glasgow, 1852; owned at Prince of Wales Island; balson for Singapore, cargo of rice; foundered at sea, May —.

esign for Singapore, eargo of rice; foundered at see, May —.

Hong K. Ng-British, fron, screw, 1,476 tons; built at Newcastle, 1881; owned by William Miliburn & Co., London; stranded and wreeked at Haitan, August 13.

HUNTINGTOWER-british, fron, screw, 2,408 tons; built at Newcastle, 1881; owned by Stumore, Weston & Co., London; stranded on Ras Garlb, November 28.

HUNTINGTOWER-british of the Stumore, Weston & Co., London; stranded on Ras Garlb, November 28.

HUNTINGTOWER-british, iron, serew, 394 tons; built at Flensburg, 1879; owned by F. N. Bruhn, Fleusburg; sunk by collision in River Niger, November 1.

INTERFID—British, iron, serew, 1,470 tons; built at Sunderland, 1879; owned by Anderson & Horan, Sunderland, Odessa for Maita; grain; stranded in Marmora Sea, January 30.

IONA—British, iron, screw, 909 tons; built at Glasgow, 1866; owned by London and Edinburgh 58. Co., Leith; London for Leith; stranded near Inchkeith, March 20.

IRON ERA—British, iron, screw, 494 tons; built at

on Era-British, iron, screw, 494 tons; built at Stockton, 1856; owned by Huntley & Eerner, Hartle-pool; Gothenburg for Louson; foundered 100 miles east of Spurn in the North Sea, June 5.

JAMES W. BAREER-Belgian, 1701, screw, 1.443 tons, built at Stockion, 1898; owned by J. P. Best, Barbet & Co., Antwerp; Antwerp for Odesa; stranded near Cape Fountain Lighthouse November 25. JAN MAYEN-British, iron, serew, 337 tons; b Peterhead, 1859; owned by Tay Whole Fishir Dundee; suck by ice in Bafflu's Bay April 22.

JEAN DUPUIS-French, from, screw. 419 tons; Clyde for Salgon: forogered February 4. JOHN BEAUMONT—British, iron, ser. w, 165 tons; built at Kinghorn, 1876; owned by North Bruish Railway Co., Granton, Eug.; stranged noar Port Edgar Janu-ary 6.

John Redhead—British, iron, serew, 1,695 tons; built at South Shields, 1892; owned by F. Rantkens, Mid-diesboro'; Newcastle for Cronstadt; cargo of coal; sunk by ice near Leskar April 28. JOHN WILSON—American; Washington for New-Orleans foundered in Atchafalaya River July 16.

JUNOS-Freuch, iron, screw, 1,082 tons; ouilt at Hull, 1861; own d by Fraiseinet & Co., Marcelles; Salo-nica for Constantinaple; stranded Marmora Sea Feoruary 14.

February 14.

KATE FORSTER—British, iron, screw, 580 tons; built at Newcastle, 1870; owned by Fisher. Renwick & Co., Newcastle; Newcastle for Oporto; stranded near Aveiro October 15.

KING-COAL—British, iron, screw, 763 tons; built at North Sheldda; 1871, avened by E. Reeles, North Shields; Smelds, 1871; owned by E. Eccies, North Shields; Newcostle for Hamburg, cargo of coal; stranded near Vogelsand August 4.

Kittiwaka-British, iron, screw, 341 tons; built at G escow, 1896; owned by T. H. Williams, Carlisle; Isle o Wanthorn for Liverpool; cargo of grain; stranded in Whithorn Harbor March 6.

LAKE ONTARIO-British, fron, screw, 1,113 tons; built at Gl. scow, 1868; owned by Canada Shipping Com-pany, Montreal; foundered in Legaticarnois Canal, August 18. Adjust 18.

LANARKS IRE—British, iron, screw, 949 tons; built at
Port Giasgow, 1871; owned by William Burrell.
Port Giasgow; Goasgow for Lisbon; cargo of coal;
foundered off Wicklow, January 15.

Lango Bay-British, iron, screw, 1,700 tons; built at Hebburn, 1881; owned by W. J. Afflack, North Shields; stranged and wrecked near Mabbella, De

cember 10.

Larroot.—British, fron, serew, 1,288 tons; built at Subderland, 1880; owned by J. H. Barry, Waitby; stranded in Kirten Breakwater, April 9.

LEESUNG-Spanish, iron, serew, 292 tons; built in 1866; owned by Southers Navigation Company; stranded in a larricame in Cuba, October 12.

LESBEAUX-Brillsb. fron, serew, 1.316 tens; built at Sunderland, 1889; owned by Morel Bros. & Co., Cardiff; Elliso for Caroff; fron ore; stranded in Penarth Roads, February 22; afterward floated. Libat-French, ir.a., screw; 382 tons; built at Preston 1881; 8t. Maio; Bilbao for Newport; iron ore stranged on Tuskar Rocks, March 28.

opespate—British, iron, screw, 1,735 tons; built at Sunwriand, 1877; owned by Milburn Bros., North Shedes, New-Orleans for Reval; cargo of cotton; stranded near Trepassey, December 4. Lion-British, iron, screw, 393 tons; bulk at Greenock, 1866; owned b: W. Grieve, Sons & Co., St. Johns; St. Johns for Trinity Bay, coal and provisions; foundered near Baccallen Island, Ja mary 6; 43 lost.

LIFF — Belgian, iron, screw, 491 tons; built at Dundee, 1867; owned by A. Deplie, Antwerp; Filbao for Autwrp, iron ore; foundered near Bilbao, January 17.

LIVADIA—British, iron, screw, 1,447 tons; built at South Shields; 1877; owned by Coy, Hall & Co., South Shields; bouth Shields for Alexandria, cargo of coal; stranded on Cross Sands, Februar; 28.

coal; stranded on Cross Sands, Februari 28.

LLANGOLLEN-British, iron; serew, 1,752 tons; built at Newcastle, 1881; owned by C. E. Stalijbrass, Cardiff; Cardiff for Cadiz, cargo of coal; stranded near Penicae, Portingal, August 3.

LLANISHAW-British, iron, serew, 1,035 tons; built at Newcastle, 1875; owned by C. E. Stalijorass, Cardiff; Malla for Constantinople; stranded near Taganrog, Marca 20.

Liewellyn-British, iron, screw, 359 tons; built at Sydney, N.S.W., 1875; owned by G. A. Iloyd, Auck-land, N. Z.; stranded near S. dney, N. S. W., July 18. LLOYDS-British, tron, serew, 888 tons; built at New-castle, 1869; owned by Harris & Dixon, London; Newcastle for Copenhagen; stranded near stubben, January 17, afterward floated.

CH AWK-British, iron, screw, 554 tons; built at Glasgow, 1878; owned by Duadee Lock Line S. S. Co., Duncee; Europialand for Aarous; foundered near Shagorack, January 7. eckysn-Birtish, iron, screw, 2,072 tons; built at Sun-derland, 1881; owned o Wilkie & Turnbull, North Birleis; Calcutta for London, January 15; not heard from: 47 tives less.

LORD BUTE—British, fron, screw, 754 tons; built at Low Walker, 1868; owned by 8. Cory & Co., Cardiff; New castle for Valencia, cargo of coal; not heard from slace; 42 lives loss. LORD NELSON-British, iron, screw, 1.780 tons; built at Newcasie, 1871; owned by C. Tully, Newcastle; Malia for Antwerp; lost at sea, October.

Louise-Danish, fron, screw, 1,113 tons; built at Copenhagen, 1872; owned by Foreunde Dampskibs,

Copenhagen; st. anded near Copenhagen, January 17.

LUNER RG-Eritish, iron, screw, 815 tous; built at Sunderland; 1872; owned by H. T. Morton & Co., Sunderland; Bibao for London, iron ore; stranded and broke in two near Bibao, February 20.

Malland-British, iron, screw, 639 tons; built at Greenock, Scot., 1871; owned by Joan fex. Beitze, Honduras; New York for Beitze, general eargo; stranded on Central American coast September 14.

Malma-British, iron, screw, 2,959 tons; built at Greenock, 1873; owned by P. and O. 88, Co., Greenock; Brindia: for India; stuck by collision in the Suez Roads November 23.

Malmochus Sweden, Iron, sersw, 1.400 tons; from Oskarshaum; hundered Calenar Sound January 17; fifteen lives jost.

MANILA Spanish, Iron, serew, 2,020 tons; built at Glas-gow, 1867; owned by Marquis de Campo, Cadiz; Spain for West Indies; stranded near St. Johns, Porto R.co, May 11. MANNA-British, iron, serew. 1,056 tens; built at Wes Hartiepoel, 1981; owned by H. Martini & Co., Glas gow; stranded near Syra February 3.

Mangumre-Brillati, tron. screw. 470 tons; built at Port Gussow, 1872; owned by Richars Bornwell, Glasgow; Glasgow for Algers, cargo of coal; foun-dered 100 miles off Sellly lates January 6.

dereu 100 miles off Scilly Isles January 6.

Mannios-British, iron. sorew, 946 tons; built at Hartlepool; 1871; ewned by G. Pynns & Co., West Hartlepool; stranged in the Guif of Hothnia in May.

Many Tariham-British, tron. serew, 1,664 tons; built at Subert no. 1879; owned by Taiham & Co., London; itong Kong, or Portland; stranged near Cape Jerime, Japan, April -, afterward floated, and foundered turce inites from flovoidzumi, while in tow, on August 31.

Magnet 31.

Merits-British, iron, serew, 1.050 tons; built at Newcastie, 1878; owned by Richard Powers & Co., Swansea; hound for St. Johns, N. F.; stranded near Burges, N. F., October 31.

Burges, N. F., October 31.

Mito-British, iron, serew, 1,050 tons; built at Glasgow, 1865; T. Wilson, Sons & Co., Hull; sank by collision, ten miles from South Copelands, April 27.

Monile-British, iron, serew, 1,409 tons; built at Glasgow, 1879; owned by Guil 88. Co., Glasgow; stranded near Apalachecola in September.

Monavian-British, iron, serew, 3,567 tons; built at Greenock, Sect., 1864; owned by J. & A. Allen, Glasgow; stranded near Yarmouts, N. S., December 31, 1881.

Monea-British, iron, serew, 1,054 tons; built at Hartlepool, 1879; owned by Taylor, Cameron & Co., Laverpool; Odessa for London, cargo of grain; sailed November 15, 1881, and not heard from since; thirty-four lives lost.

Monea Star-British, iron, serew, 1,121 tons; built

MORNING STAR-British, iron, screw, 1,121 tons; built at West Hartlepool, 1882; owned by W. T. Johnson, West Hartlepool; Bibba for Rotterdam; cargo of Iron ore; stranded and wrecked near Vieuxboucan

Mosel.—German, iron, serew, 3,200 tons; built at Green-oca, 1872; owned by North German Lloyd, Bremen; Bremen for New-York; stranded on Lizard Point August 9.

August 9.

Moskwa-Hussian, irou, screw, 2,946 tons; built at Greenock, 1867; owned by Volunteer Fleet, St. Petersburg; Singapore for Odessa, dargo of tea; stranded near Ras Hafur July 9.

NANKIN-British, iron, screw, 2,423 tons; built at Newcastle, 1872; owned by G. R. Glover, London; New-York for Liverpool; sunk by colision in New-York Harbor, May 6. NAPIER- British, iron, screw, 1,927 tons; built at New Castle, 1881; owned by James Walt, Voult at New Castle, 1881; owned by James Wait, North Shields Kertch for Hull; stranded in Kertch Straits, Novem-ber 27.

ESTOR—British, fron, screw, 438 tons; built at Sunder-land, 1868; owned by J. Crawford. Grangemouth; Hamburg for London; sunk by collision in the Elbe, October 26.

Hamburg for London; same by consists in the laber, October 26.

New-England-British, iron, screw, 360 tons; built at Giasgow, 1868; owned by Clarence River 8t. Navigation Co., Sydney; founded in Clarence River, N. S. W., December 24; all (about 130) lost.

New-Ena-British, iron, screw, 630 tons; Chatham, N. B., for Newcastic, N. B.; sunk by collision near Cnatham, sepicmber 7.

Nordee-Russian, iron, screw, 812 tons; built at Hull, 1854; Cronstadt for Grimsby; strauded near Lillegrunded, November 10.

Nordeole-British, iron, screw, 3,196 tons; built at Blackwalls, Eng., 1879; owned by M. Wigram & Sons, London; Reval for Rouen; cargo of grain; saited December 16, 1881, and never heard from; 34 lives lost.

North Eastern-British, iron, screw, 1,009 tons; built

lives lost.

NORTH EASTERN—British, iron, serew, 1,069 tons; built at Sunderland, 1871; owned by Moran & Sanderson, Hull; Granton for Copenhagen; careo of coal; sailed January 6, and never heard from; 20 lives lost.

NORTH STAR—British, iron, serew, 489 tons; whaling vessel; crusted by ice near Point Barrow, July 8.

ber 10.

Hertha-German, iron, screw, 531 tons; built at Bergen, 1880; ownee by M. T. Schylldon, Bergen; Leith for Caen; missing after saling on February 9; 22 lives lost.

Hestedan-British, iron, screw, 1,536 tons; built at West Harriepool, 1870; owned by R. Ropner & Co., West Harriepool; cargo of coal burned.

Nouverlies Bertagne-French, Iron, screw, 380 tons; built in 1873; stranded at Manila, October 23.

Nupriar-British, iron, screw, 1,633 tons; built at West Harriepool; cargo of coal burned.

Shields; Newcastle for Philadadelphia; strander near ceabright, N. J., September 23; afterward floated.

OLAF—Danish, iron, screw 1,539 tons; built at Renfrew, 1875; owned by Carl 88, Co., Kjobenhaven; Hadikswall for Barcelona; abandoned near Gothenburg, February 13. Olbers-German, fron, screw, 528 tons; built at Ham-burg, 1880; owned by Neptune 88. Co., Bremen; Sunderland for Cronstadt; cargo of coal; abandoned April 29.

April 29.

OSTARIO-Spanish, iron, screw, 3.175 tons; stranded near Centuzos September 5.

OSCAR-British, iron, screw, 355 tons; built at Dumbarton, 1850; owned by G. G. Mackay, Grangemouth; London for Midclesboor', cargo of grain; stranded near Terschelling, July 16.

OSTSER-German, iron, screw, 345 tons; built at Northfleet, 1871; owned Lubeck 88. Co., Lubeck; Kourgeberg for Lubeck; stranded near Jasmund, January 18.

OTTO EICHMANN-German, iron, serew, 1,294 tons; built at Jarrow, 1879; owned by O. L. Ele-mann, Ham-burg; Blyta for Hamburg, October 23; cargo of coal; never beard from; 34 lives lost.

PALADIN-British, iron, screw, 1.375 tons; bu'lt at Glasgow, 1872; owned by Baird & Brown, Glasgow; Stranded at Parcels, November 6 PAOLA-German, fron, screw, 1,040 tons; built at Sun-derland, 1882; owned by A. C. de Fridas & Co., Hamburg: cargo of mineral ore; foundered near Powaron, April 18.

PATTA—Chilian Government transport; 997 tons; built in 1864; Valapraiso for Callao; stranded near Sarco. PELTON-British, iron, screw, 816 tons; built at Low Welker, 1876; owned by Joseph Reay, Newcastle; Cardiff for Havre; foundered off Hiracombe, Marca

PENEDO—British, iron, screw, 1,129 tons; built at Dumbarton, 1864; owned by Bahl, Steamship Navigation Co., Bahla: Brazii for Glasgow; broken in two uear Maderia, May 8; four lives lost.

PERA—British, iron, serew, 2,119 tons; built at London 1855; ow. ed by W. Ross, London; Quebec for Lon-don; sunk by ice, June 10.

PERUVIAN—B-titish, iron, screw, 3,400 tons; built at Glasgow, 1873; owned by J. & A. Allen, Montreal; Montreal for Liverpool; sunk by collision in River Mersey, December 5; atterward floated. ETREL—Spanish, Iren, serew, 841 tons; Barbadoes for l'obago; foundered at sea. Presized and the control of the cont

Phoenix-British sloop-of-war; stranded on coast of Prince Edward's Island in July. Prince Edward's Island in July PINY-British, iron, serew, I,674 tons; built at Barrow, 1878; owned by Liverpool, Brazil and Rio Piata Navgarion Co: from Rio Janeiro for New-York; stranded on Deal Beach, May 13.

PORTUGALETT-Brillsh, irou, screw, 600 tons; built at Jar ow-on-Tyne, 1877; owned by John Augel Gibbs, Carriff; Bilbao for Cardiff; carg of tron ore; foun-dered in English Channel, February 24.

Prestor-British, iron, serew, 2,349 tons; built at Wes Hartlepool, 1882; owned by R. Rojmer & Co., Ha-tiepool; New-York for Newcastle; stranded at Ber wick, October 14; afterward floated.

wick, October 14; afterward floated.

PRIMUS—British, Iron, screw, 656 tons; built at Sunderiano, 1865; dwhed by R. Harrowing & Co., Wuitby; Midd eshoro tor Newpor; cargo of Iron ore; sunk by collision and broke in two at Newport, January 10

PRINCIPIA—British, tron, screw, 2,749 tons; built at Newcastle, 1881; owned by Frincipia Steamasip Co., London; Hombay for Huil; grain cargo; sunk by collision near Port Said, starch 1.

Processes, British, tron, screw, 267 tons, built at Port

PROGRESS-British, iron, screw, 267 tons; built at Port Glasgow, 1880; owned by Hewitt & Co., London; Quebec for Peruvian ports; burned at Green Island, May 16; three lives lost. M. HENTON-British fron. screw. 977 tons. built at Whitby, 1872; owned by Turbbul, Whitby, Egg; Alexa dria for Brissol; cargo of cottonseed; foun-dered at mouth of Avon January 6.

dered at mouth of Avon January 6.
W. BOYD-British, iron, screw, 1,307 tons; built a South shields, 1880; owned by Wilson, Taylor & Co. North Shields; Shields for Constantinople; cargo o coal; strauded near Black Mildeus, March 22; after ward floated. RALEIGH-British, iron, serew, 1,347 tons, built at Barrow, 1881; owned by J. Holman & Sous, Exeter; stranded near Queensland Marcu 18. RANELAGH—Birlish, fron, screw, 836 tons; built at King hore 1861; owne d by Australian St. Nav. Co., syd nay; Sydney f. r B., sbane; stranded and wrecked on the King's Koel May 11.

the King's Loci May 11.

RED STAR—British, from, screw; 1,549 tons; built at Similariand 1876; owned by W. Wilkie, North Shields; Sailina for Queenstown; cargo of barley; foundered in harbor of sailina October 13; three lives

RENDOR-British, iron, screw, 1,323 tons; built at Sun derland 1874; owned by R. Rouner & Co., West Har thepool, West Hartlepool for New York; cargo of pir from any general merchantuse; sunk by los on the banks of Newfoundland, April 13. REGENT-British, iron. screw, 2,350 tons; built at Su derand, 1881; owned by Regent 88, Co., Liverpoo Cardiff for New Or'eans; abandoned in staking co. dition at sea, December 12; cargo of ratiroad iron

Riga-British, iroa, serew. 1.440 tons; built at He burn, 1866; owned by A. G. Handyside, Leith; carg of coal; stranded near Al-xandria, Novemo-r 10. burn, 1866; at anded near Al-Xandria, Accellant Havre of coal; stranded near Al-Xandria, bullt at Havre Rio Ara-French, fron, e-rew, 254 tens; bullt at Havre for 1868; o a ned by G. Dumerial Leolé, Havre; Havre for 1868; o a ned by G. Dumerial Leolé, Havre; Havre for 1868; o a ned by G. Dumerial Leolé, Havre for 1868; o a ned by G. Dumerial L

DGERS-United States Navy search vessel for the Jeannette; burned in Lutka Harbor, Siueria, November, 1881.

ROLAND-German, iron, screw, 603 tons; built at Shlebs, 1855; owned by H. J. Perlback, Hamburg; Libau for Rotterdam; stranded at Terseaeling, March 6.

ROMANIA-British, iron, screw, 1,297 tons; built at sunderland, 1882; owded by Romania SS. Co., London; Gallatz for Amsterdam; cargo of grain; foundered on the Island of Bannee in November; 1 life ber, 1881.

ROSEARUD-British, iron, screw, 735 tons; built at Newcastie, 1878; owned by P. Rowe, Cardiff; New-port for Caraff, Eug.; cargo of co.i; sunk by colli-sion off Land's Eud. February 15; 4 lives lost.

Rosvik-Russian; stranded in Lake Wener, August 24; 1 it e lost. ROTTERDAM-British, iron, screw, 650 tons; Newport for Oporto; cargo of coal; stranged and wrecked at Torianua, August 23. ROYAL CITY-British, iron, screw, 459 tons; built in 1875; capsized May 17, near Victoria, Vancouver Island.

Botany Bay May 17.

St. GEORGE—British, iron. screw, 548 tons; built at Glasgow, 1881; owned by D. A. B. Murray, Glasgow; Swanses for Nantes; cargo of coa; loundered near Swansea November 28; 11 twee lost.

St. Patth—Gero an, iron. screw, 979 tons; built at Sunderland, 1880; owned by J. H. Loventzen & Co., Hamburg; Grimsby for Rosario; cargo of railroad iron; foundered in the Bay of Biscay March 2 Salvadon—American, wooden, paddle, 1,050 tons; built at Wilmington, Del., 1861; owned by Pacille Mail 88. Co.: stranded on St. Lucas Island in April.

SAN ACCUSTIN—French, fron, screw, 233 tons; built at 8t. Malo, 1874; owned by L. Aubert & Co., St. Dents; Bordcaux for Mexico; stranged near Ferrol In Oc-tober.

tober.

SAN Jose-Spanish, iron, screw, 660 tons; stranded and wrecks d at Cape Horn May 31.

SAVENARE-British, iron, screw 633 tons; buffir at Sunderland, 1872; owned by John Chapman, London; Yembo for Constantinople; stranded near Yembo January 2. CUD-British, iron. screw, 482 tons; built at Poplar, 1861; owned by J. Seaton & Co., St. Johns, N. B.; Boston for Hallfex; stranded on Owen's Reef, N. S., August S.

August 8.

SECRET—British, iron, screw, 397 tons; built at Dumbarton, 1847; owned by B. R. Huntley, Hartlepool; Hardepool for Plymouth; cargo of coal; stranded on Kensingland Beach October 28; 12 lives lost. SYEEN—British, iron, screw, 291 tons; built at Earrow, 1880; owned by Earl Ducle, Cowes; foundered off Kors Flord, July 11.

Kors Fjord, July 11.

IKSTONE—British, Iron, screw, 393 tons; built at Sunderland, 1880; owned by M. J. Cox, Waterford, from
Waterford; sunk by collision near Waterford,
August 3.

Waterford; sink by collaion hear waterford;
August 3.

SNOWDOIN-British, fron. serew. 527 tons; built at
Glassew, 1854; owned by Leith, Hull & Hamburg
SS. Co.; Leith for Hull; foundered in the Humber
River, September 1.

SPES ET FIDES-Norwegian, fron. serew, from Christiana;
stranded near Ormedyngen, February 20.

SPFY-british, fron. serew, 1,004 tons; built at Dandee,
1880; owned by J. Micchell, Dundee; stranded near
Seiby, October 1.

STADMATH GEESE-German, fron. serew, 225 tons; built
at Grabo, 1876; owned by Culburg SS. Co., Colburg;
Livau for Stettin; cargo of grain; foundered off Colburg, June 19.

STANTON-British, fron, serew 800 tons; built at Sunder-

burg, June 19.

STANTON—British, iron, screw 800 tons; built at Sunder land, 1870; owned by Lunsdon, Byers & Co., Sunder land; Sunderland for Cronstadt; cargo of coal stranded near Hamra, April 21; afterware

raised.

STORM QUEEN—British, iron, screw, 2,129 tons; built at Wailsand, 1880; owned by H. R. Tuily, Newcastle; Scuastopol for Constantinople in January; never heard from; 33 lives lost.

STRATHMORE—British, iron, screw, 2,138 tons; built at Middleboro, 1878; owned by R. Donaldson, Glasgow; Savannah for Bremen; stranded near Catansburg, December 3. December 3.

UNRISK—British, iron, serew, 2,113 tons; built at Stock ton, 1832; owned by Wolff & Haigh, Hull; Bombay for Antwerp; cargo of cotton; stranded near Funisterre, June 20.

terre, June 20.

TCHERKASK—Russian, iron, screw, 1,198 tons; built at Newcastle, 1867; owned by Russian St. Nav. Co., Odessa; Odessa for Constantinopie; stranded in the Black Sea, February 11.

TEESDALE—British, iron, screw, 307 tons; built at Middlesboro', 1876; owned by J. M. Lennard & Son, Middlesboro', stranded near London, January 26.

Thessalla—British, fron, sorew, 1,857 tons; built at Glasgow, 1855; owned by Papayanni Bros, Liverpool, Cardiff for Naples, cargo of coal; strauced near Ville Nova de Milfontes, March 20.

THETIS Bri ish, Iron, screw, 830 tons: Liverpool for Gal-way; stranded near Black Rock, January 12.

way; arranded near Black Rock, January 12.

Thomas Lea-British, iron, serew, 634 tons; built at Newcastle, 1864; owned by J. Fenwick & Son, Lendon; annk by collision near Southend, October 26.

Thomas Vaugelin- rittish, iron, serew, 645 tons; built at Mid il-sboro, 1871; owned by Wilfred Hine, Maryport; Whitebayen for Rotterdam, carro of iron ore; sailed January 7 and never heard from, 36 lives lost. THERE-British, fron, screw. 1,134 tons; built at Glasgow. 1866; owned by Mercantile SS. Co., London; St. Thomas for Havana, foundered off Porto Plata, February 17.

Times—Bri ish, iren, serew, 303 tons; built at Glasgow, 1851; owned by Beliust Gen, Consting SS, Co., Bel-fust,

TITANIA—British, evon, screw, 1,963 ions; built at Mid-diesbons, 1579; owned by C. F. Bowring & Co., Liv-er ooi; New-to k for Newcastie, January 24; never heard from; 34 lives lost.

Thousabour.—British fron, screw, 1,575 tons, built at North Shields, 1878; wroted by E. Shotten, Liverpool; Odessa for Laverpool, cargo of grain; stranded near Cape ingerbournens, August 6. Capt intercontions, August o.

AGLIANO BROTHELE-Greek, fron, screw, 1,280 tons;
built st Sunderani 1878; owned by Vagilano
Brothers, Ceptaconia; Tacaurog for Rouen; cargo of
linse d: stranded in Serroux Rouds in November.

VALLEY CITY—American, wood, serew. 319 tons: built a: Phila e-p.ds. 1852 owned by M. E. McKny, Key West, F.a.; T. m.-s Bay for Pensacola; foundered near Pensacola, January 23.

near Pensacola, January 23.

VANGUARD— riti-h, from, serew, 905 tons; built at Newbaste, 1872; owned by H. Bucknaff & Sons, Newcaste: Lisson for London, February 26; cargo of mineral; never hears from; 43 lives lost.

VENDOME—British, from, serew, 418 tons; built at Sunderland, 1882; owned by Dausey & Roolmon, London; Neah or Rouen; sunk by collision neaf Crosset, September 23. VESTA—Russlan, from, screw, 1,030 tons sunk by colli-tion in the Blace Sea, February 24; 50 lives lost, VIKING—Bit isb, from, screw, 1,031 tons; Mackay for Maryborough; stranged in Frond Sound, Australia, April 10.

VILLE DE LILLE-French, iron, serew, 1.077 tons; built at An. were, 1877; owned in Dankirk; Cronstadt for Dunklik; strande: hear Farce, October 17.

INDOBALA-British, iron, serew, 1,744 tons; built at Hebourn, 1879; owner by Bell, symonds & Co., London; Smeads for Bombay; strander in the Red Sea, May 10.

Sea, May 10.

VIRA :0-British, fron, serew, 1.823 tons; built at Hull.

1871; owned by f. Wilson's Sons & Co., Hun; fault.

160 Odessa, May 31; never heard from; 34 lives lost.

VOLGA-British, fron, serew, 836 tons; built at Hull.

1802; owned by W. H. Wise, London; Bilbao for London; cargo of fron ore; stranded near Bilbao, Marcu 18.

onewarits—Dutch, iron, screw, 2,716 tons; built at Glassow, 1871; owned in Amsterdam; Batavia for Amsteroam; stranded near Gauzerrio, April 23. Vulcas—British, tron, screw, 530 tons; Middlesboro' for Grangemouth; stranded near Kirkonldy, October 18. W. D. C. Balis-firitso, iron, screw, 1,251 one; built at South Soleids, 1878; owner by W. D. C. Balls & Co., North Societs; Shiel is for Lyham, cargo of coal; stranded near cape de Yarte, June 18.

7. R. RICKETT-British, iron, screw, 803 tons; built at Su derand, 1871; owned by J. C. Mary cauren, Car-offf; Car-fiftor Gioraltar, cargo of coat; stranded near Figuerra, April 27; 2 lives lost.

WAMBE-British; Hong Kong for Victoria; foundered north of Strai a of Juan de Fuca in October; several hundred cooles tost.

WEARMOUTH-British, Iron, serew, 1,680 tons; built at Samerland in 1882, owned by J. T. Barwick, Sanderan,; Quebec for London; stranded on Magdalen island, November 19; 16 lives lost.

WEATMOTHERISH, British trop, serew, 1,886 tons; built at WESTB-CHRE-British, fron, serew. 1,886 tons; built at Sunderland, 1877; owned by D. P. Garbutt, Hull; foundered off Faxbourne.

WESTPORT—British, Iron, serew, 421 tons; built at Port Gioscow, 1881; owned by W. B. Williams, Welling-ton, N. Z.; Liuti-ton for Wellington; foundered at Flaxbourne June 22. Flaxhourne June 22.

WILLIAM CRASE—American, Iron, serew, 1,410 tons; built at Wilmington, Del., 1871; owned by Merchants and slibers' fransportation Company, Baltimore.

WINTOS—British, Iron, serew, 1,913 tons; built at Newcastle; 1830; owned by Cusp and & Miller, Newcastle; Odessa for London; cargo of grain; foundered off Ushart, November 21; 30 tives lost.

VOTONGA—British, iron, screw, 987 tons; built at Dambarton, 1876; owned by Aostralian Steam Navi-gation company, Sydney; Sydney for Brisbane; stranded mar Tae King Point, N. S. W., January 2. RURAC BAT—Spanish, fron. scraw, 2,197 tons; built at Sunderland, 1871; owned by Olano & Co., Bilbao; Liverpool for west Indies; sunk by collation off Cape P.ms erre, April 1. ZENAPIE-Fr. non, fron, screw,692 tons; built at Nantes, 1872; owned by Hacuthiens fires., Names; Cardid for et. Nazare, earlier of coal; mover heard from atter sailing on December 16, 1881; 32 lives lost.

WANTED HIS MONEY.

The Oro Mining Company on Tuesday paid 1868, o aned by G. Dumeriai Leulé, Havre; Havre for Bayonae; sunk by collision near Raz de Sene, July 16; 7 hves lot.

Rio Geande—American, iron, screw, 2,566 tons; built at Chester, Penn., 1876; owned by C. H. Mail av & Co., N. Y.; burned and sunk in Delaware River, May 17; alterward raised.

River Forth—British, iron, screw, 1,127 tons; built at Belfast, 1882; owned by H. W. Little, Glasgow; cargo of coal; abandoned at sea in November.

River IN—Preich, iron, screw, 742 tons; stranded at Bay, February 27.

Robert E. Lee—American, Mississippi River steamer; built at St. Louis, 1869; destroy of by dre opposite point at St. Louis, 1869; destroy of by dre opposite point at St. Louis, 1869; destroy of by dre opposite point at St. Louis, 1869; destroy of the fascest boat on the river and carried the silver orns. In a race against the Natchez in 1870 made 1845 miles an hour, burning all the cotton freight and cabin furniture;

ROCHDALE—British, iron, screw, 1,491 tons; built at South Shields, 1878; owned by P. Hick, Jr., & Co., Scarboro; Sebastepol for Eugland; cutton cargo; burnéd and scuttled at Sebastopol, April 20.

ROGEDALE—British, iron, screw, 1,591 tons; built at South Shields, 1878; owned by P. Hick, Jr., & Co., Scarboro; Sebastepol for Eugland; cutton cargo; burnéd and scuttled at Sebastopol, April 20.

ROGEDALE—British, iron, screw, 1,691 tons; built at South Shields, 1878; owned by P. Hick, Jr., & Co., Scarboro; Sebastepol for Eugland; cutton cargo; burnéd and scuttled at Sebastopol, April 20.

ROGEDALE—British iron, screw, 1,691 tons; built at South Shields, 1878; owned by P. Hick, Jr., & Co., Scarboro; Sebastepol for Eugland; cutton cargo; burnéd and scuttled at Sebastopol, April 20.

ROGEDALE—British iron, screw, 7,42 tons; built at South Shields, 1878; owned by P. Hick, Jr., & Co., Scarboro; Sebastepol for Eugland; cutton cargo; burnéd and scuttled at Rebastopol, April 20.

ROGEDALE—British iron, screw, 7,42 tons; built at develoc and screw and McCallum, and ne pointed in grand McCallum, and ne point check, and he had no authority to issue it. "Mr. Barker," said he, "what would you do if you were in my place it" Do it said Barker, "I would make out the check too ded quek." And he got down and wrote it out. McCalcum k pt his gau in his hand all the time, and after he had received the eseck and he was requested to sign the pay-roll, he turned his attention to Mr. Barker. "I have not the crop on you now," said he, "but if I put my gun in my pocket you may got the drop on me Barker, you go and sign my hame to that pay roll." Mr. Barker, who wis sea to be friendly with both parties, signed the document with great allactive, and McCalcum withdraw. He went immediately to the bank and got his check casned, and has not been seen since.

COURT CALENDARS-JANUARY S.

SUPREME COURT-CHAMBERS-Held by Barrett, J.-Calendar called at 1:30 p. m.-Nos. 30, 31, 30, 46, 47, 202, 55, 60, 64, 20, 81, 83, 85, 85, 90, 95, 96, 103, 126, 130, 137, 139, 143, 143, 54, 162, 164, 171, 189, 197, 198, 204, 205, 206, 207, 213, 214, 15, 217, 220, 221, 222, 81, 200, 201, 202, 203, 204, 205, 206, 207, 213, 214, 1920.

PAST 111—Heid by Denchue, J.—Nos. 1362, 583, 1714.
1453, 424, 1038-5, 2558, 5002, 1544, 1968, 1205, 1133, 2013,
1423, 1453, 1666, 5513, 1625, 2912, 1072, 202, 707, 1656, 1019,
300. 3813, 1802, 343, 892, 349.
SOFERIOR COURT GENERAL TRUM—Held by Sedgwick, C,
J. TRUSS and O'CO m on J.J.—Appeals from orders, Nos. 1 to
to third a tie-tione of calcular, Nos. 7, 14, 18, 17, 27, 28, 20,
SUCRIBOR COURT—SPECIAL TRUM—Held by Ingraham, J.—
Calcular calcular at 11 a, m.—Nos. 3, 7, 12, 17, 27, 28, 35, 36,
37, 38, 38. SUFERIOR COURT—TRIAL PERM—PART I—Held by Freedman, J.—Nos. no., no., 440, 236, 710, 801, 252, 429, 496, 528, 356, 155, 351, 304, 505, 732, 277, 871, 541, 829, 793, 974, 50, 90.

Parts II AND III—Adjourned for the term.
COMMON PLEAS—GEN-RAL TRIM—Held by C. P. Daiy, C. J. Van Brunt and Roach, JJ.—Nos. 106, 106, 107, 108, 109, J. 110, 19, 19 A, 5-8 20, 27, 34, 85, 246, 46, 89, 70, 71, 72, 74, COMMON PLEAS—SPECIAL FERM—Held by J. F. Daiy, J.—Calendar called at 13 m.—Nos. 3, 8 art I.—Roid by Van Hoosen, J.—Cano, n. from Equity—Schneider agt. Quasbarth, No day C lendar.

No day c dendar, SURROGATE'S COURT—Held by Rollins, S.—Contested will of James stokes at 11 a. m.

ARNOLD, CONSTABLE & CO.

SPRING EMBROIDERIES. Will open on Monday, January 8, their Spring

tions on Cambric, Nainsook, and Swiss Muslins, various widths to match. BROADWAY AND 19TH-ST.

Importation of Hamburg Edgings and Inser-

Lectures and Alcetinas.

THE YOUNG MEN'S CHRISTIAN ASSO-An annual election for four directors will be held at the rooms Monday, the 8th linst, between the hours of 5 and 6 and 7 and 100 circle. TECTONIA—German, iron, screw, 1,770 tons; built a Soutu Snields, 1872; Lubeck for St. Petersburg, stranded at Lillymud, near Hamrs, October S. J. V. VAN WOKET, Recording Secretary.